









end of the year, effectually blocked the question of general Settlement extension. At the beginning of the present year, however, we learnt with satisfaction that the Tao-tai of Shanghai had been instructed to "once take in hand the matter and to bring it to a conclusion, and for some time it was understood that the negotiations were proceeding with every prospect of a satisfactory outcome. Towards the end of January the Tao-tai left for Nanking, and it was understood that he was proceeding thither in order to make the final arrangements. In February he returned, more negotiations followed, and suddenly, we were informed that they had been finally broken off, leaving the question of Settlement extension again as much in the air as ever it was, and we may be certain that Chinese policy will be directed towards keeping it in its airy position just as long as the Chinese think that they can exploit the situation. I say therefore that the time has again come for further public action, as called for in the June resolution, and I am certain that I will carry the meeting with me when I say that no more appropriate action could be taken than by the convening of such a meeting as you are attending to-day. (Hear, hear.) Gentlemen, the question as to why the negotiations have failed does not perhaps very much concern us, nor does it concern us to take into account the rumours which, during the past few days, have been current in the local Press, as to there being other forces at work apart from Chinese opposition. At the same time, however, I am at liberty to place before you some facts in connection with the recent negotiations with the Tao-tai which will show you the impossibility of the situation, and how we are being played with and fooled by the Chinese authorities. I would ask you to remember, in connection with what I am going to read to you, that it represents the result of three and a-half years' work, and I will leave you to draw your own conclusions as to the hopelessness of anything being gained in China through the means of diplomacy, unsupported by the determination of force. (Applause.) The Chinese authorities apparently found it necessary to admit the principle of Settlement extension, but in making the admissions they cut down the area of the claimed extension in such a way as, on that point alone, to render continuation of negotiations impossible. But apart from the restriction of area, we now learn that the terms now to be attached to any extension were such as to absolutely prove the insincerity of the Chinese in the whole matter. It is these terms that I am about to read to you. They are headed: "A Proposition of the Eight Articles for the Extension of the Settlement." I quote them as I have them and am not responsible for the dictation. The first article is—

"This time, after the extension Settlement, the rights of the Chinese residents within the same shall be equal to those of the residents of other nationalities, with no difference whatever, and Chinese ought to vote on the occasion of nomination of Councillors." (Laughter.)

A very pleasing regulation so far as Chinese are concerned, and no doubt they would supply us with a very nice Chinese Council, which would of course save the foreign devil a lot of trouble. (Laughter.)

Art. 2.—"Warrants from Chinese authorities for apprehension of Chinese, such Chinese not concerning the interests of foreigners, will not be taken to the Senior Consul for endorsement, and will be dealt with per original regulation of the Mixed Court."

That is to say that in the Settlements the *judex* runners of the Chinese authorities can do as they please.

Art. 3.—"Public buildings belonging to the Chinese Government situated within the extended Settlement ought to be governed according to their established regulations; foreigners will not interfere with such government."

There is a smell of the Ningpo joss-house about this, and such a regulation would no doubt produce other smells and nuisances.

Art. 4.—"After the present extension of the Settlement the area will be larger than the original Settlement"—which is no doubt true—"thereafter all nations, without exception, will be included within this cosmopolitan Settlement; no further extension will be asked for."

The cosmopolitan idea is no doubt all right, and the notion of no further extension will no doubt have the special attention of at least one nationality from its own particular point of interest.

Art. 5.—"Formerly when China consented to grant a Settlement to Japan in Shanghai and other places, it was specified in the treaty about a differential duty on foreign and native goods and establishment of manufactures, the present extension of Settlement, linking the same cosmopolitan, the duty ought to remain as per previous original treaty."

I do not know what that means, but it seems to savour of him, and to be a sort of general shot at industrial enterprises in the extended Settlement. We have been shot at enough, goodness knows, in our industrial enterprises in the present Settlement.

Art. 6.—"In matter of taxation within the Settlement, when such taxation concerns Chinese, the question will be treated as per English Consul-General Brennan's dispatch, i.e. to be put in force after satisfactory arrangements with the Chinese authorities. In matters of prohibition or approval by Chinese authorities, once obtained sanction of the Consul, the Municipal Council will not be objectionable."

The apparently means that no taxation of Chinese can be made without the approval of the Chinese authorities, but really the matter is so mixed up that I can with confidence leave it to Mr. Consul Brennan, whose name is mentioned in connection with it.

Art. 7.—"After the present extension of the Settlement the Municipal police stationed without the boundaries will be recalled; the Chinese authorities will place their police to take charge and keep the boundaries clear, each exercising its power."

and whose name they bear, should, as an Anglo-American combination, take up this question on our own account, and in the words of the resolution which I am about to read, urge upon our respective Governments that immediate, united, and vigorous action be taken in order to bring to a satisfactory conclusion a matter which vitally affects the interests of the community. Let it be understood by everybody both inside and outside this meeting that we are not asking for any special privileges for ourselves; but that what the efforts of our Governments may gain will be of equal advantage to all nationalities alike. Our German friends have shown themselves so completely at one with us in this matter, that I am sure that they will heartily support our movement, and I only regret that it has not been possible to invite them to join us in this meeting of our two Associations. The resolution that I have to propose is—

"That in view of the present deadlock in the matter of the Extension of the General Settlements at Shanghai, this meeting urges the necessity of immediate, united, and vigorous action on the part of the Governments of Great Britain and the United States, in order to obtain a definite solution of a question vitally affecting the interests of this community."

Mr. F. E. Haskell (President of the American Association of China)—Gentlemen, I have great pleasure in seconding the resolution proposed by the Chairman of the China Association and I am sure that our Association fully endorses the resolution. I can add but little to his remarks; the facts are all as stated by him. It may be thought that it is somewhat unfair to the policies of the governments to forward such a resolution to the various authorities, but I think that, considering the apathy that has been shown by both our governments in the affairs of the Far East in the past that we are quite justified in doing so, and I hope you will support it. The Chinese authorities have recognised the principle of Settlement Extension by offering a certain area which is considered by the Chinese to be adequate to what should be granted, but they still accompany them with conditions which would nullify the benefits we are asking. Beyond this, as the Chairman of the China Association has told you, a few years ago, the extension of the Hongkong Settlement was granted without any conditions beyond what existed previously. Most of us have experienced the tactics of the Chinese, either in their official or commercial capacity, which are procrastination, haggling, and raising new issues to tire out the foreigner.

In this matter I hope the latter will not be tried out, and that it will be made plain to the Chinese that there are certain rights and certain things which they will have to concede, and that they cannot bar all progress. We are only asking for what will benefit them equally with us, and I hope the resolution will be carried. (Applause.)

Mr. F. Anderson—Mr. Chairman and gentlemen, on behalf of the Municipal Council I would merely like to say that the terms which Mr. Dudgeon has read out to us to-day have been heard by us for the first time. They have not been communicated to us, and I am quite sure when they are I am expressing the unanimous opinion of the Council when I say that they will be received with feelings of amusement, if not of indignation. If this is the result of three and a-half years' negotiations it seems to me to be quite clear that the Chinese are treating the matter in a spirit of mockery. They would not treat any one of the Great Powers in this spirit, and the fact that they have done so to the Consular Body representing all the Great Powers, appears to me to argue that either they think the Consuls are not in earnest in the demands which they have made, or that there are so great dissensions among them that they can treat it in this spirit with impunity. I therefore think that the action which the proposer of the resolution, Mr. Dudgeon, and Mr. Haskell had before us to-day, namely, that the negotiations should now be pressed not by the Consular Body as a whole, but by the two nationalities whose names the Settlements bear, and any others who are willing to co-operate with them, is the most likely to lead to success. (Hear, hear.)

The resolution was then put to the meeting and carried unanimously.

Mr. C. Thorne—You have just heard it expressed by Mr. Anderson that it will probably be of very little use if this is merely referred to the Consular Body. It therefore shows the necessity of bringing forward another resolution, which I have now the pleasure of moving:—

"That the resolution now passed be communicated by wire both to London and Washington, and to our respective Ministers in Peking. We hope this may produce a different result from what it has done hitherto."

Mr. A. W. Dunford seconded, and the resolution was carried unanimously.

Mr. Dudgeon having mentioned that this concluded the business, a vote of thanks to him as Chairman was carried by acclamation, and the meeting dispersed.—N. C. D. News.

## PROBABILITY OF DISTURBANCE.

In the opinion of Lord Roberts, the situation at Cabul is bound very shortly to take a serious turn. There has, he says, scarcely been a succession without civil war of more or less duration. Afghanistan is not a kingdom, or a monarchy, in an ordinary sense. There are within its borders a series of small democracies more or less independent, while the Ameer himself is a dictator, ruling over a military aristocracy. In each of the districts Shikhs are supposed to exercise control; but they are intensely jealous of each other, and can only with difficulty be held in subjection. Lord Roberts thinks that the chance of the succession lies between Habibullah and Umar Jan, the latter having the support of his ambitious mother, who is of the royal family. He is also of opinion that the Europeans who are still at Cabul, should get out of the land as quickly as possible and while the Ameer is still able to protect them. The Ameer's own troubles are formidable, the latest being the Wazir's. A few years ago it was the Ghilzais, strongest of the Afghan divisions, and more recently, the Hazaras, who have their stronghold in the north-west. The whole country, indeed, is honeycombed with elements of disorder.

## A NAPOLEONIC RESTORATION.

Mrs. Crawford, the *Daily News* correspondent in Paris, says that she is told that in London talk of a Napoleonic restoration in France is brisk. Those who lay their money on Prince Victor or Prince Louis, she adds, lay it on the wrong horse. I do not anticipate the downfall of the Republic. If it fell a Napoleon, or any Pretender, would have no chance. One or the other Prince would have only to show himself to be rejected. Prince Victor looks like a Flemish Burgomaster, Prince Louis (like Miss Fox) looks universal admiration, and is the least intellectual Bonaparte that ever lived. His countenance shows this. To be a successful Pretender one should answer to the mood and standard of the mass of the population. One should be democratic with a good grace. One should be picturesque, affable, and make a show of being impulsive. Gambetta on a balcony was marvellous. No Orleans Prince since Louis Philippe was ever won a crown as a Pretender.

## ROYAL HONGKONG YACHT CLUB.

TENTH CLUB RACE, 19TH MARCH.

The course was from the Police Pier, Kowloon, round Channel Rocks, Kowloon Rock, and Meyer's east buoy, twice round; 13 miles. The starters were, in the "A" class, *Active*, *Maid Marian*, *Phoebe*, *Sybil*, *Chanticleer*, and *Bonito*, and in the "B" class *Princess*, *Dart*, *Payne*, and *Ladybird*.

The "A" class started at 1.15 and the "B" class at 1.30, in a fairly strong east wind. *Erica*, *Chanticleer*, and *Princess* had a set in at the start, but *Erica* and *Chanticleer* shook them out at Channel Rocks. In the first heat to the eastward *Maid Marian* and *Erica* went away with the lead, but off the Docks *Erica* had the misfortune to have her peak halyards carried away, and in carrying out the necessary repairs dropped back into fourth place; *Bonito* and *Chanticleer* both passing her. The order at Channel Rocks was *Maid Marian*, *Bonito*, *Chanticleer*, *Erica*, *Active*, *Sybil*, *Phoebe*, then *Payne*, *Princess*, *Ladybird*, and *Dart*. In rounding Kowloon Rocks the *Bonito* cut in rather too fine and piled herself up on the small spur on the west side and gave up shortly afterwards. The race from this point was practically a procession, but *Phoebe* and *Sybil* had a fine race for last place, *Phoebe* getting it by 23 seconds. The finishing times, &c., were:—

	A CLASS.	Total.
<i>Maid Marian</i> ...	28 8 first.	To marks 30
<i>Chanticleer</i> ...	31 0 second.	4 28
<i>Erica</i> ...	32 37 third.	1 51
<i>Active</i> ...	38 2	1 1
<i>Sybil</i> ...	41 23	13 0
<i>Phoebe</i> ...	41 51	1 4
<i>Bonito</i> ...	gave up	15 0

	B CLASS.	Total.
<i>Payne</i> ...	53 28 first.	10 marks 39
<i>Princess</i> ...	55 15 second.	4 17
<i>Ladybird</i> ...	56 15 third.	1 44
<i>Dart</i> ...	59 46	4 34

The next race will be on the 26th March, for Mr. Wilkins's prize.

## NOTANDA.

### CALENDAR.

MARCH.

Metereological means based on ten years' observations to 1893.

Barometer...	30.059
Thermometer...	62.0
Humidity...	85.0
Rainfall...	4.08

TO-DAY.

Weather Report.

	On date at 4 p.m.	On date at 4 p.m.
Barometer...	30.15	30.02
Thermometer...	67	68
Humidity...	68	75
Rainfall...	—	—

TO-DAY.

Tuesday, 21st March, 1899.

Chinese—10th of 2nd moon of 25th year of Kwang-sai.

Sun—Rises...	6hr. 6min.
Sets...	5hr. 55min.
High water—Morning...	6hr. 6min.
Afternoon...	5hr. 55min.
Low water—Morning...	6hr. 6min.
Afternoon...	5hr. 55min.

ANNIVERSARIES.

1834—The British ship *Narwhal*, the first free trader, sailed from Whampoa.

1841—Chinese attack on the British fleet at Canton repelled.

1843—Scandal annexed to the British Empire.

1848—Abdication of the King of Bavaria.

1860—Kowloon ceded to the British.

1869—H.M.S. *Salamis* and H.M.S. *Opussum* left Hankow to explore the Yangtze.

1871—Prince Louis married.

1891—Loss of the steamship *Queen Elizabeth*.

1897—Formal blockade of Creta commenced.

TO-MORROW.

Wednesday, 22nd March, 1899.

Chinese—11th of 2nd moon of 25th year of Kwang-sai.

Sun—Rises...	6hr. 6min.
Sets...	5hr. 55min.
High water—Morning...	6hr. 6min.
Afternoon...	5hr. 55min.
Low water—Morning...	6hr. 6min.
Afternoon...	5hr. 55min.

ANNIVERSARIES.

1797—Emperor William I. of Germany born.

1859—The surrender of Mr. Dent demanded from by Commissioner Lin.

1841—The Canton batteries and two war junks destroyed by the British.

1850—The Orange Sovereignty separated from Cape Colony.

1870—Church of the Sacred Heart, Hongkong, opened.

1881—The Boers agreed to accept self-government under the suzerainty of Great Britain.

1885—Death at Peking, of Sir Harry Parkes, H.B.M.'s Minister to China.

1897—Seoul-Chemulpo Railway commenced.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Tokio Maru*) 24th inst.

Indian (*Suisun*) 25th inst.

French (*Ernest Simon*) 26th inst.

American (*City of Peking*) 29th inst.

American (*Guelic*) 6th prox.

American (*Hongkong Maru*) 14th prox.

THE Californian & Oriental S. S. Co.'s steamer *Carlisle City*, left San Diego for Japan and Hongkong on the 18th inst.

THE East Asiatic Co.'s steamer *Calhoun* from Copenhagen, Gothenburg and Antwerp, left Singapore via Saigon and Haiphong for this port on the 18th, and may be expected here on or about the 1st proximo.

THE Steamship *City of Peking*, with mails, &c., from San Francisco to the 1st instant via Honolulu has arrived at Yokohama and will leave for this port to-morrow morning via Ise and Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>Isla de Cuba</i> ...	at Kowloon Dock.
<i>Isla de Luzon</i> ...	"
<i>Hud</i> ...	"
<i>Riojun Maru</i> ...	"
<i>H.M.S. Redpole</i> ...	"
<i>H.I.G.M.S. P. Whelan</i> ...	"
<i>Chusen</i> ...	"
<i>Produce</i> ...	"
<i>Halpung</i> ...	"
<i>U.S.S. Monadnock</i> ...	"
<i>H.M.S. Whiting</i> ...	"
<i>Don Hermans</i> ...	"
<i>D. Juan &amp; Austria</i> ...	Cosmopolitan
<i>Pha Chien Kiao</i> ...	"
<i>Chillagong</i> ...	Aberdeen
<i>Nanyang</i> ...	"

## SWATOW WEEKLY SHIPPING REPORT.

(18th March, 1899.)

ARRIVALS.

Date.	Vessel.	Where from.	Agents.
Mar. 12	<i>Pakhoi</i> ...	Chefoo	B. & S.
12	<i>Nanyang</i> ...	Hongkong	J. M. & Co.
13	<i>Taiyang</i> ...	Shanghai	"
13	<i>Tamsui</i> ...	Chefoo	B. & S.
13	<i>Ningpo</i> ...	Hongkong	J. M. & Co.
13	<i>Haitan</i> ...	Amoy	B. & S.
14	<i>Chunshan</i> ...	Amoy	B. & S.
14	<i>Marie Jelen</i> ...	Hongkong	J. M. & Co.
14	<i>Ebani</i> ...	Hongkong	J. M. & Co.
15	<i>Wosung</i> ...	Amoy & Shai	B. & S.
15	<i>Loosok</i> ...	Hongkong	"
15	<i>Pronto</i> ...	"	J. M. & Co.
15	<i>Kansu</i> ...	Whu & C'kiang	B. & S.
15	<i>St. Helens</i> ...	Langkut	L. & H.
15	<i>Chowfa</i> ...	Bangkok	B. & S.
15	<i>Chienan</i> ...	Amoy & Shai	C.M.S.N. Co.
15	<i>Haiman</i> ...	Amoy	J. M. & Co.
15	<i>Haikong</i> ...	Hongkong	"
15	<i>Haitan</i> ...	"	"
15	<i>Sichan</i> ...	Amoy	B. & S.
15	<i>Ichang</i> ...	Chefoo	B. & S.
15	<i>Sagami Maru</i> ...	H'kong	B. & S.

DEPARTURES.

Date.	Vessel.	Where to.	Agents.
Mar. 13	<i>Fujian Maru</i> ...	K'ao-tzu	B. & S.
13	<i>Nanyang</i> ...	Amoy	J. M. & Co.
13	<i>Thales</i> ...	"	"
13	<i>Haikong</i> ...	Hongkong	"
13	<i>Choyang</i> ...	Shanghai	"
13	<i>Chinkiang</i> ...	Shai & Amoy	B. & S.
13	<i>Shansi</i> ...	Shanghai	"
13	<i>Haitan</i> ...	Hongkong	J. M. & Co.
13	<i>Chenshan</i> ...	Singapore	B. & S.
13	<i>Taiyang</i> ...	Hongkong	J. M. & Co.
13	<i>Chowfa</i> ...	Shanghai	"
13	<i>Ebani</i> ...	"	"
13	<i>Pakhoi</i> ...	Foochow	B. & S.
13	<i>Chowfa</i> ...	Hongkong	"
13	<i>St. Helens</i> ...	Shanghai	L. & H.
13	<i>Tamsui</i> ...	"	B. & S.
13	<i>Loosok</i> ...	Bangkok	"
13	<i>Wosung</i> ...	Hongkong	"
13	<i>Haiman</i> ...	"	J. M. & Co.
13	<i>Haikong</i> ...	Amoy	"
13	<i>Haitan</i> ...	"	"
13	<i>Maru</i> ...	Amoy & Shai	B. & S.

SHIPPING IN PORT.

Date.	Vessel.	Where from.	Agents.
Mar. 13	<i>Ningpo</i> ...	Chefoo	B. & S.
13	<i>Marie Jelen</i> ...	Hongkong	B. & S.
13	<i>Kansu</i> ...	Whu & C'kiang	B. & S.
13	<i>Chienan</i> ...	Amoy & Shai	C.M.S.N. Co.
13	<i>Sichan</i> ...	Amoy	B. & S.
13	<i>Ichang</i> ...	Chefoo	B. & S.

PASSED THE CANAL.

Outward—24th February *Myrmidon*, 28th February *Cathay*, 1st March *Myrmidon*, 2nd March *Myrmidon*, 3rd March *Myrmidon*, 4th March *Myrmidon*, 5th March *Myrmidon*, 6th March *Myrmidon*, 7th March *Myrmidon*, 8th March *Myrmidon*, 9th March *Myrmidon*, 10th March *Myrmidon*, 11th March *Myrmidon*, 12th March *Myrmidon*, 13th March *Myrmidon*, 14th March *Myrmidon*, 15th March *Myrmidon*, 16th March *Myrmidon*, 17th March *Myrmidon*, 18th March *Myrmidon*, 19th March *Myrmidon*, 20th March *Myrmidon*, 21st March *Myrmidon*, 22nd March *Myrmidon*, 23rd March *Myrmidon*, 24th March *Myrmidon*, 25th March *Myrmidon*, 26th March *Myrmidon*, 27th March *Myrmidon*, 28th March *Myrmidon*, 29th March *Myrmidon*, 30th March *Myrmidon*.

Homeward—17th March *Socotra*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—Advt.

THE P. & O. S. N. Co.'s Steamship "TIENTSIN" FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo—From Madras, ex S.S. *Looliana*. Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. TO-MORROW. Goods not cleared by the 21st instant, at 4 P.M. will be subject



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE-MARU	BOMBAY, via SINGAPORE and COLOMBO	SATURDAY, 25th March, at 4 P.M.
RIOJUN MARU	Kobe DIRECT	SATURDAY, 25th March, at 4 P.M.
FUTABA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 31st March, at 4 P.M.
KANAGAWA MARU	MARSEILLES, LONDON, ANTWERP & BREMEN, via SINGAPORE, PENANG, COLOMBO & PORT SAID	SUNDAY, 9th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 20th March, 1899.

Dr. KNORR'S  
ANTIPYRINE

patented  
"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS,  
NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA,  
REWARD OF SPURIOUS IMITATIONS.

## Shipping.

## STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"CHARTERHOUSE."  
Captain H. I. Smith, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SOHNS & Co., Agents.

Hongkong, 20th March, 1899. [381a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.  
THE Company's Steamship

"MARIA VALERIE."  
Captain A. Lehner, will leave for the above places TO-MORROW, the 22nd instant, P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co., Agents.

Hongkong, 16th March, 1899. [381a]

"SHIRE" LINE OF STEAMERS.  
FOR NAGASAKI, KOBE & YOKOHAMA.  
THE Company's Steamship

"FLINTSHIRE."  
Dwyer Commander, will be despatched for the above ports, on THURSDAY, the 23rd instant, at 4 P.M.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co., Agents.

Hongkong, 20th March, 1899. [382a]

EAST ASIATIC COMPANY, LIMITED.  
FOR HAVRE, ROTTERDAM AND COPENHAGEN.  
THE Company's Steamship

"MALAYA."  
Captain Berentzen, will be despatched as above on THURSDAY, the 23rd instant.  
For Freight, apply to  
ARNHOLD, KARBERG & Co., Agents.

Hongkong, 16th March, 1899. [385a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN & QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"MENMUIR."  
Captain St. John George, will be despatched as above on THURSDAY, the 30th instant, at 3 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th March, 1899. [383a]

Dr. OVERLACH'S  
MIGRAININE

"LION BRAND"  
ANTHYRINE-CAFFEINE CITRATE.  
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, nervous exhaustion, grippe, &c.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an anodyne.  
(3) Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe MIGRAININE HOEHLST.

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.  
Sole Manufacturers:  
FARHWERKE, KORM, MEISTERLUCIUS & BRUNING, HOEHLST, O. M.

Literature of the above Preparations supplied gratis at request to medical men.

Hongkong, 14th March, 1899. [340a]

## Shipping.

## STEAMERS.

NAVIGAZIONE GENERALE ITALIANA, FLORIO & REBATTINO UNITE COMPANIES.  
STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTHERN AMERICAN PORTS up to CALTANISSETTA.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."  
Captain Mangonini, will be despatched as above TO-MORROW, the 22nd instant, at Noon.

At Bombay the Steamers are discharging in Victoria Dock.

For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.

Hongkong, 21st March, 1899. [376a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"MOYEN."  
Captain R. Conradi, will be despatched for the above port, on or about the 25th instant.

To be followed by the  
S.S. "LIV."  
Sailing about 15th April and  
S.S. "UNDAUNTED,"  
Sailing about the 10th May.

For Freight, apply to  
SHEWAN, TOMES & Co., Agents.

Hongkong, 20th March, 1899. [243a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.  
Calling at KIAOCHAU and WEIHAIWEI if Sufficient Inducement Offers.

THE Company's Steamship

"KWEIYANG."  
Captain Osterbridge, will be despatched as above on TUESDAY, the 28th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th March, 1899. [356a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON AND LIVERPOOL, VIA STRAITS.

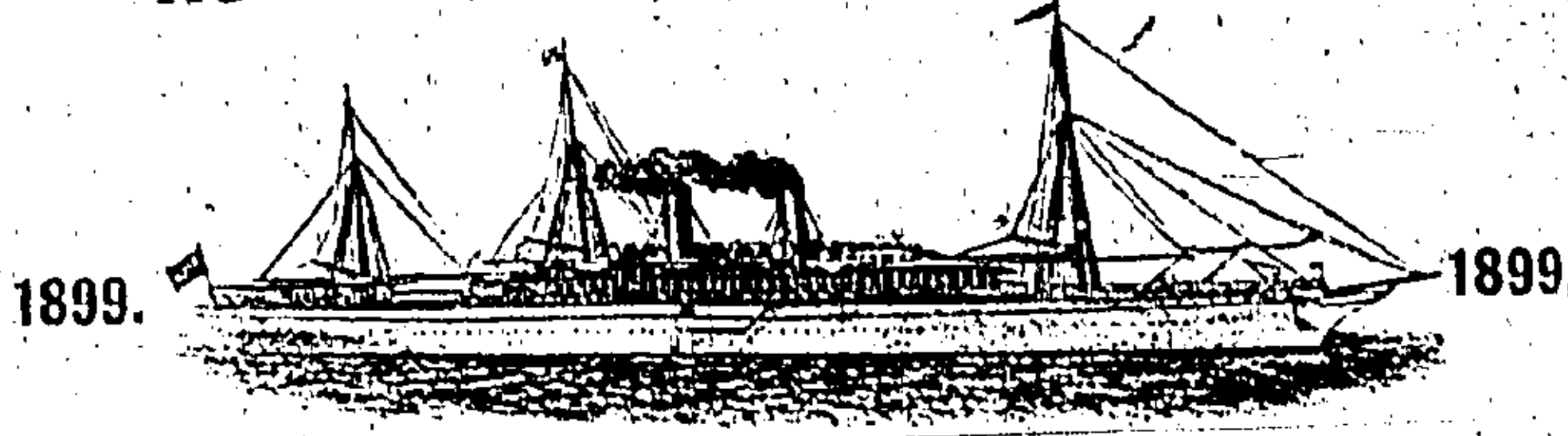
(Taking Cargo at through Rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship

"CHINGWONG."  
Captain H. Harris, will be despatched as above on or about the 4th April.

For Freight, &c., apply to  
HOLIDAY, WISE & Co., Agents.

Hongkong, 16th March, 1899. [344a]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.  
EMPRESS OF INDIA...Comdr. G. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.  
EMPRESS OF JAPAN...Comdr. Gen. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, good for 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for some recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent, Peddars Street, 13.

Hongkong, 16th March, 1899.

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST CANADA AND THE UNITED STATES.  
THE C.P.R. Company's Steamship

"ATHENIAN."  
3,882 tons gross register.  
will be despatched on or about SATURDAY, the 25th of March, for VICTORIA and VANCOUVER, via MOJI, KOBE, and YOKOHAMA.

The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all ports.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to  
D. E. BROWN, General Agent.

Hongkong, 14th March, 1899. [340a]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 30th Mar., at Daylight.

HONGKONG MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 25th April, at Noon.

NORON MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 20th May, at Noon.

THE Steamship

"AMERICA MARU."  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 30th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to destination in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 11th March, 1899. [1310]

## Mails.

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.  
FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.  
Olympia...2,837 J. Truebridge...April 1.  
Victoria...3,593 J. Patton...April 15.  
Tacoma...2,811 A. Dixon...May 15.

Also  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia...2,076 N. Moncur...April 1.  
Monmouthshire...2,874 W.A. Evans...May 6.  
Lynn...3,077 Williamson...June 3.  
Columbia...2,076 N. Moncur...July 8.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The VICTORIA-NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 14th March, 1899. [4]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLAMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"CHUSAN."  
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 18th March, 1899. [5]

FOR SAN FRANCISCO.  
THE 100 At British Bark

"QUEEN MARGARET."  
Eraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co., Agents.

Hongkong, 16th March, 1899. [1533]

## Mails.

NORTH  
GERMAN LLOYD.HAMBURG-  
AMERICAN LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

"SILESIA".....HAYRE, HAMBURG/BREMEN. 2nd March. Freight and Passage.

WITTENBERG.....HAYRE, HAMBURG/BREMEN. 30th March. Freight.

MUSSEN.....HAYRE, HAMBURG/BREMEN. 30th March. Freight.

SUEVIA.....AMSTERDAM, HAMBURG/BREMEN. 30th March. Freight.

POERCK.....HAYRE, HAMBURG/BREMEN. 30th March. Freight.

NURNBERG.....HAYRE, HAMBURG/BREMEN. 30th March. Freight.

BAHLSBERG.....HAYRE, HAMBURG/BREMEN. 30th March. Freight and Passage.

Platz.....HAYRE, HAMBURG/BREMEN. 30th March. Freight and Passage.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co., Agents.

Hongkong, 16th March, 1899.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and Honolulul, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.  
Belgian King...3,379 Tuesday 1 Mar. 28  
Carmarthenshire...2,989 about April 20  
Carlisle City...3,002 about 1 May 20

THE Steamship

"BELGIAN KING,"  
will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st March, 1899. [1330]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on SATURDAY, the 8th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulul, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.